

Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 SSO-00 NSCE-00 INRE-00 USIE-00 EB-07

CIAE-00 DODE-00 PM-04 H-02 INR-07 L-03 NSAE-00 NSC-05

PA-01 PRS-01 SP-02 SS-15 COME-00 /060 W

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O R 051749Z FEB 76

FM AMEMBASSY PARIS

TO SECSTATE WASHDC IMMEDIATE 7561

INFO DOT WASHDC

FAA WASHDC

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AMEMBASSY LONDON

AMCONSUL BORDEAUX

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E. O. L1652: N/A

TAGS: EAIR, FR, UK, US

SUBJ: CAVAILLE REACTION TO CONCORDE DECISION

1. SECSTATE OF TRANSPORTATION CAVAILLE HELD PRESS
CONFERENCE ONE HOUR AFTER COLEMAN DECISION ON CONCORDE
WAS MADE PUBLIC. WE WATCHED THAT PORTION OF PRESS
CONFERENCE CARRIED ON TV BUT RELY FOR FOLLOWING REPORT
ON QUOTES GIVEN LATER BY AFP.

2. CAVAILLE SAID USG DECISION IS NOT A REAL YES
AND IT IS NOT A NO: IT IS A YES SURROUNDED BY SEVERAL
QUALIFICATIONS. AFP THEN QUOTES HIM AS FOLLOWS:
"I CAN SAY AS OF NOW THAT WHILE THE PARTIAL
AUTHORIZATION WE HAVE RECEIVED WILL ENABLE US TO
OPERATE CONCORDE TO THE UNITED STATES, IT DOES
NONETHELESS POSE SERIOUS PROBLEMS. DURING A LONG AND
DEMANDING PROCEDURE IN WHICH WE PARTICIPATED WITH THE
BEST OF FAITH, WE WERE CONVINCED THAT WE PROVED THAT
THE FLIGHTS FOR WHICH AIR FRANCE AND BRITISH AIRWAYS
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HAD APPLIED WOULD HAVE EXTREMELY LITTLE EFFECT ON THE

AMERICAN ENVIRONMENT. MOREOVER, THE SPIRIT AND THE LETTER OF INTERNATIONAL AGREEMENTS IN FORCE REQUIRE THAT ANY TRANSPORT AIRCRAFT THAT HAS RECEIVED ITS CERTIFICATE OF AIRWORTHINESS AND WHICH IN ADDITION VIOLATES NO SPECIFIC REGULATION WITH RESPECT TO THE ENVIRONMENT BE UNIVERSALLY ACCEPTED REGARDLESS OF THE COUNTRY IN WHICH IT WAS BUILT. THEREFORE, A DEFINITE YES WOULD HAVE SEEMED TO ME MORE JUST AND MORE EQUITABLE.

"IN ANY CASE, WE NOW HAVE SIXTEEN MONTHS OF COMMERCIAL SERVICE AHEAD OF US TO ENABLE CONCORDE TO SHOW ITS WORTH ONCE AND FOR ALL. I AM CONVINCED THAT IT WILL BE POSSIBLE DURING THIS PERIOD FOR THE AIRCRAFT TO CONFIRM WHAT WE ALREADY KNOW, NAMELY, THAT ITS IMPACT ON THE ENVIRONMENT IS NEGLIGIBLE AND ALSO TO DEMONSTRATE THE ADVANTAGES OF COMMERCIAL SUPERSONIC AVIATION. BUT FOR THE IMMEDIATE FUTURE THIS DECISION DOES POSE PROBLEMS FOR US. FIRST, IT IS NOT EASY FOR AN AIRLINE TO BEGIN SERVICE OF THIS IMPORTANCE WITHOUT ANY ASSURANCE OF THE DURATION OF THE SERVICE. SECONDLY, WE NOW HAVE TO STUDY WITH OUR BRITISH PARTNERS THE EFFECT OF THIS DECISION ON THE FUTURE OF THE PROGRAM."

3. EARLIER IN THE DAY, ACCORDING TO REUTERS, CAVAILLE HAD EXPRESSED CONFIDENCE THAT SECRETARY COLEMAN'S DECISION WOULD BE FAVORABLE BUT ADDED THAT HE WOULD CONSIDER AS DISCRIMINATORY ANY DECISION LIMITED JUST TO DULLES.

4. COMMENT: CAVAILLE'S ROLE IS NOT AN EASY ONE AND HIS REACTION TO THE COLEMAN DECISION IS WHAT ONE MIGHT EXPECT. HE MUST LOOK TO THE INTERESTS OF AIR FRANCE AND TO UTILIZATION OF ITS CONCORDE FLEET, AND SO THE COLEMAN DECISION IS A GOOD ONE, WHEREAS HE IS SUBJECTED TO MOUNTING PRESSURE FROM THE UNIONS TO BUILD MORE CONCORDES, AND HERE THE COLEMAN DECISION IS NOT VERY HELPFUL TO HIM. HENCE, CAVAILLE CAN BE EXCUSED FROM SOME DISPLAY OF OFFICIAL SCHIZOPHRENIA IN HIS OFFICIAL REACTION. AT LEAST HE IS NO LONGER LIMITED OFFICIAL USE

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TALKING OF "DISCRIMINATION".

5. THE BEST INDICATION OF CAVAILLE'S TRUE FEELINGS MAY HAVE BEEN HIS MIEN AT THE PRESS CONFERENCE. AFP REPORTS HE WAS "CALM AND SMILING". WHEN WE SAW HIM FIRST ON THE TV SCREEN HE WAS GRINNING FROM EAR TO EAR.
RUSH

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